



Service Instructions

✿ Contents

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❁ Dealer Pre-delivery Checklist

Please fill out the pre-delivery checklist to activate the warranty.

This following pre-delivery checklist information should be filled out by a qualified bicycle mechanic. If the mechanic is unclear of the requirements and process needed to carry out any checklist item, he/she should seek the appropriate assistance.



WARNING:

**All Dahon bikes use only original Dahon component specifications.
The company will not be liable for any damages caused by non-original Dahon parts.**

Customer Information

Name: _____
Email: _____
Address: _____

Bike Information

Model: _____
Year: _____
Serial #: _____

Dealer Information (stamp)

Name: _____
Email: _____
Address: _____

Mechanic Information

Signature: _____
Name: _____
Date of check: _____

Dealer Pre-delivery Checklist

| Item | Description | OK | Remarks |
|---|--|----|---------|
| Frame | The frame is not damaged or defective. | | |
| | All frame joints do not have physical defect or damage. | | |
| | Main hinge(s) opens and closes freely. | | |
| | Main hinge(s) is not obstructed when locked. | | |
| | Main hinge safety latch functions properly. | | |
| | Magnetix holding latches are securely tightened in front and rear of bicycle. | | |
| Drivetrain | Pedal, cranks, chainrings, bottom bracket and derailleur(s) are securely fastened and correctly aligned. | | |
| Chain | The chain is correctly wired between the front and rear sprockets; chain is free from physical defects and rust. | | |
| Chain and gear selector assembly | Moves freely and accurately through all gear selections. Correctly aligned with all gears. | | |
| Derailleur(s) / hub actuator | Cable locking nut is secure. | | |
| | Excess cable should be tied, cut (reasonable length) and capped. | | |
| Gear selection | Mechanism(s) is securely fixed to the handlebars. | | |
| Chain guard | Free of physical defect or damage. Correctly positioned. Retaining nuts are secure. | | |
| Brake Levers | Moves and returns without restraint with the brake cable positioned correctly within the lever. | | |
| Brake Cables | Calipers can move and are free from damage. Cable locking nut is secure. | | |
| | Excess cable should be tied or cut to a sensible length and capped. | | |

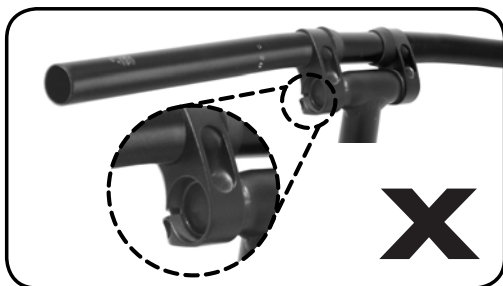
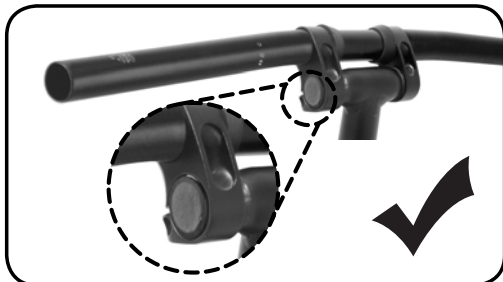
| Item | Description | OK | Remarks |
|------------------------------------|--|----|---------|
| Brake Blocks | Blocks are correctly positioned to make contact with the rim. Retaining nuts are secure. | | |
| Brake Calipers | Front and rear calipers are correctly centered; they are smooth and effective in gripping the wheel rim. | | |
| Saddle and seatpost | All seat bolts, saddle bolts, and seat quick releases are correctly tightened and adjusted. | | |
| Saddle | Saddle alignment is correct (forward and level). | | |
| Seatpost | Ability to fold your frame efficiently. | | |
| | (For bikes fitted with suspension seatposts) Functioning and operating properly. | | |
| Handlebar and handlepost | Free of physical defect or damage. | | |
| Handlepost, stem, handlebar | All bolts are fastened and correctly tightened. | | |
| Headset | Correctly tightened and adjusted. | | |
| Handlepost hinge | Opens and closes. | | |
| | Free of all obstruction when locked. | | |
| | Safety lock operates properly. | | |
| Wheels | Wheel rims, bearings and spokes do not have any physical damage or defect. | | |
| | Wheel nuts and spoke nipples are tight. | | |
| | Front and rear wheels are securely fastened; do not foul the brake blocks, mudguards, or anything else. | | |
| | | | |

| Item | Description | OK | Remarks |
|------------------------------|--|----|---------|
| Wheel quick release | Correctly installed and adjusted. | | |
| Wheel bearings | Correctly installed and adjusted. | | |
| Tires | Free of physical damage or defect; properly positioned and facing the correct direction. | | |
| | Have the correct air pressure; dust cap can be located on the valves. | | |
| Bell | Check that the bell is present and securely fastened to the handlebar. | | |
| Reflectors | Check that both reflectors are present and securely fastened to your front and rear wheels. | | |
| Accessories | Mudguards, racks, kickstands, and supports are firmly attached to your bicycle. All supports are in place and tightly fastened. | | |
| Lights | Lights and wiring are firmly attached and functioning properly. If a dynamo hub is fitted, check that the rotation direction is correct. | | |
| Owner Manual | Correct owner manual is with the bicycle. | | |
| Folding and unfolding | Support brackets function properly. | | |
| | Magnetix correctly aligned. | | |
| | Bike folds properly. | | |
| | The bike stands firmly when folded. | | |
| | Bike unfolds completely. | | |



VRO Stem

With a VRO clamp, the handlebar can be easily adjusted to fit the rider's height or desired riding position by simply moving it up and down, forward and backward. The following instructions explain how to adjust the VRO clamp.



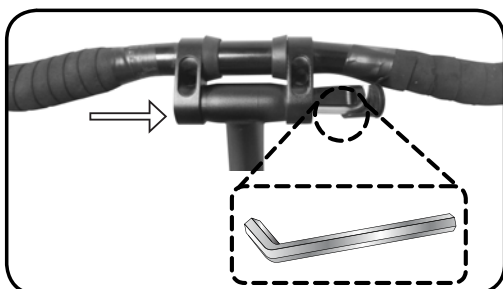
WARNING:

Check to see if the clamps are facing the outside; properly aligned to the stem mount T-bar.

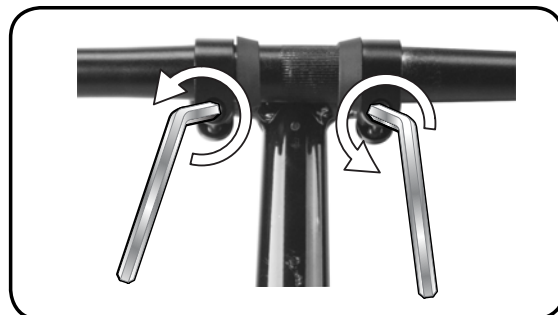


WARNING:

If you are unsure of how to make proper adjustments to your bicycle, seek a qualified bicycle technician for professional adjustments.



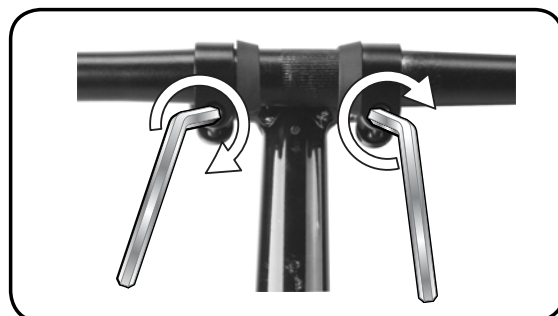
Step 1 - Taking 5mm Allen Key out of tool box.



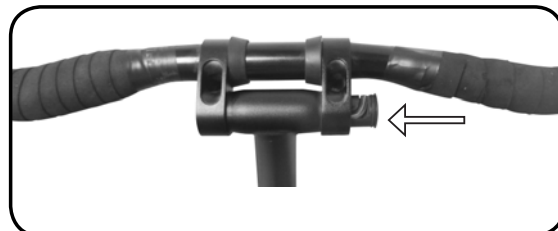
Step 2 - Using a 5mm Allen key, loosen the bolts of the VRO clamps.



Step 3 - Adjust the height and position of the handlebar to attain your preferred riding position. Move the VRO clamp within the window of adjustment - front, backwards, up and down.



Step 4 - When you have established your desired position, proceed to tighten the bolts of the VRO clamps using a torque of 10 Nm.



Step 5 - Putting Allen key into tool box.

NOTE:

Check to see that the angle of the handlebar allows immediate access to the brake levers.

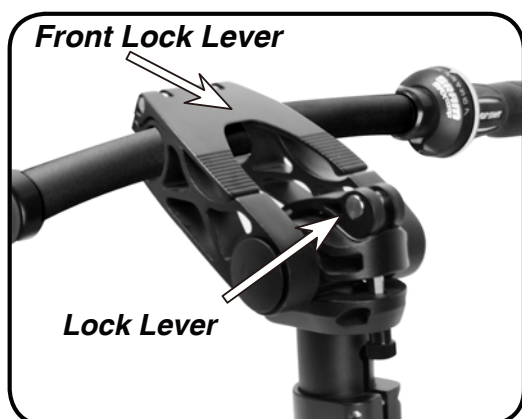


Flat Pak Stem



The newly developed Flat Pak stem allows easy adjustment of the handlebar in any direction through two quick-release levers. By adjusting the handlebar's angle, riders can change their riding position; whether upright for leisurely riding, or forward for more competitiveness. The Flat Pak stem also rotates 90° to save room in tight spaces.

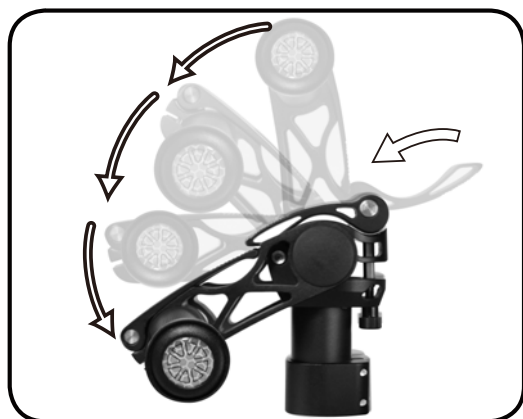
Flat Pak Stem Adjustment



Overview

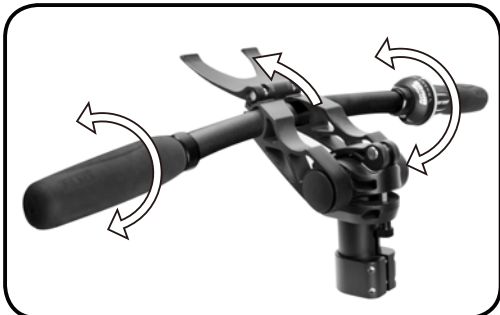


Step 1 - When facing the stem from riding position, open the lock lever on top of the Flat Pak stem by pulling it towards you.



Step 2 - To adjust the height and position of the Flat Pak stem, close lock lever tightly by pushing forward. Lock lever tension can be adjusted with the screw below the stem. Rotate within the window of adjustment for preferred riding position

Flat Pak Stem Continued



Step 3 - Lift front lock lever and rotate handlebars to desired position. While establishing your preferred riding position, check to see that the handlebar is readjusted in the right position. The correct angle of the handlebars should allow the fingers to reach the brake levers.



Step 4 - After the handlebar has been placed in the desired position, close front lock lever tightly.

NOTE: Check that the angle of the handlebar will allow immediate access to the brake levers.

NOTE: To avoid rust, regularly apply grease to the joints.



WARNING:
Before you start riding your bicycle, check to see that all screws and lock levers are tightly secured.



To achieve your preferred riding position, you can adjust the height and position of the Flat Pak stem. Here are some suggested riding positions:

High
City position



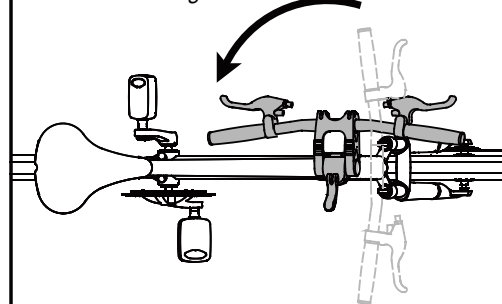
Level
Trekking position



Low
Road position



Flat For folding



Handlepost Hinge

On Dahon folding bicycles, the handle-post hinge latch should be checked before each ride to ensure that it closes properly for the handle-post to remain secure. A closed handle-post hinge with a properly adjusted and secured latch should not have side-to-side movement. Periodically, inspect the handle-post to ensure that it is properly adjusted.



CAUTION:

Do not attempt to ride your bicycle with a loose handlepost hinge. If when you close the handlepost hinge and then close the hinge latch, it appears loose or requires too much force to close, the latch may need to be readjusted.



WARNING:

If you are unsure of how to make proper adjustments to your bicycle, seek a qualified bicycle technician for professional advice on adjustments.

Several versions of handlepost can be found on different Dahon models. With a slight difference, the adjustment of the hinge latch is virtually the same. Check the handlepost hinge to find out which version is used, then proceed to follow the appropriate instructions for adjusting the latch.

NOTE:

For details about how to open the hinge, refer to the “folding instructions”.

These instructions are specifically for the adjustment of the hinge. Regarding the adjustment of the headset, refer to the “headset instructions”.

The Different Handlepost Hinges

OPEN



CLOSED



RADIUS V



RADIUS



VYBE

Adjusting the Handlepost Hinges

NOTE:

To avoid over tightening or loosening the hinge, make adjustments in small(1/16) increments.

NOTE:

If the hinge is very tight, please clear off dirt and add lubricating oil.

Radius V - to make adjustments, use a 6mm wrench to tighten or loosen. An adjustable wrench or small pliers can also be used if a 6mm wrench is not available.

Adjust the latch bolt until the latch is able to open and close with a 29-49 Nm force.

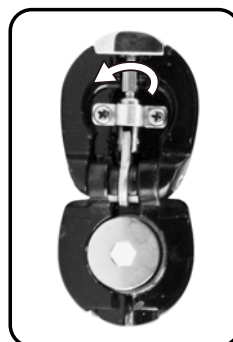


WARNING:

If the hinge is too tight this can cause damage to the hinge.

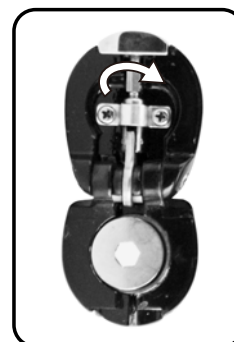
LOOSEN:

Follow the arrows on which way to turn the latch bolt.



TIGHTEN:

Follow the arrows on which way to turn the latch bolt.



RADIUS V

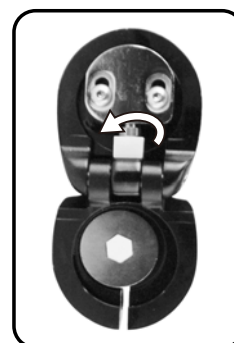
Radius - to make adjustments, use an 8mm wrench to tighten or loosen. An adjustable wrench or small pliers can also be used if an 8mm wrench is not available.

Adjust latch bolt until latch opens and closes with 29~49 Nm force.



WARNING:

If the hinge is too tight this can cause damage to the hinge.



RADIUS

Vybe - to make adjustments, use a 6mm wrench to tighten or loosen. An adjustable wrench or small pliers can also be used if a 6mm wrench is not available.

Adjust latch bolt until latch is able to open and close with a 29-49 Nm force.



WARNING:

If the hinge is too tight, this can cause damage to the hinge.



VYBE



Headset

Periodically check your headset. If the handlepost should ever feel too loose, or you have noticed there is an abundant amount of movement in the fork, the headset may need to be adjusted. A properly adjusted headset eliminates the possibility of movement, while still allowing the handlebars to be turned. The following instructions explain how to adjust the headset.



WARNING:

If you are unsure of how to make proper adjustments to your bicycle, seek a qualified bicycle technician for professional advice on adjustments.

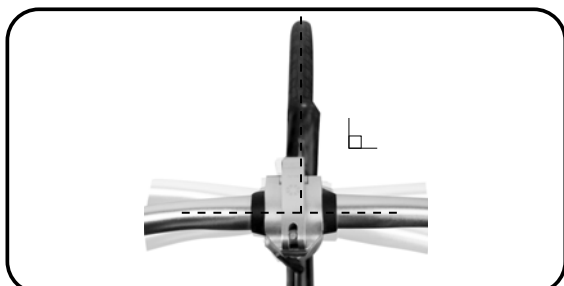


WARNING:

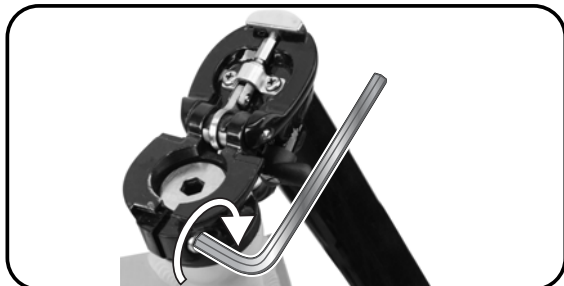
Failure to correctly tighten the headset can lead to damage to the bicycle or injury to the rider.

NOTE:

If the hinge is very tight, please clear off dirt and add lubricating oil.



Step 4 – Before you continue to tighten the clamp screw, check again to make sure that the handlepost and handlebar are in the correct alignment. Also, check to make sure that they are perpendicular to the front wheel as shown in the picture above.



Step 5 - Following the arrow above, tighten the clamp screw by turning it clockwise. Tighten the screw with a torque of 11.3 Nm.



Step 1 - Open the handlepost clamp as indicated above, using a 6mm Allen key counter-clockwise.



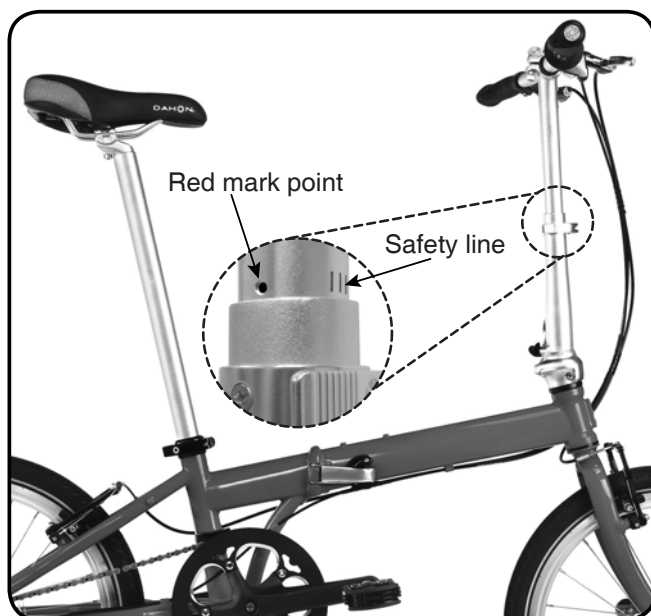
Step 2 - Apply Loctite 222 (Loctite 242 is also acceptable) when tightening the headset screw. Follow the arrow above and turn the headset screw clockwise to tighten, with a torque of 6.8-11.3 Nm.



Step 3 - Periodically, apply Loctite 222 (Loctite 242 is also acceptable) to the clamp screw. Take out the clamp screw, place a small drop of Loctite 222 (or Loctite 242) on the threads of this screw and then place the screw back into the clamp.

✿ Telescope stem

A telescope stem allows for convenient adjustment of the handlebar height. Operation is explained in the steps below.



WARNING:

Do not extend the telescope stem beyond the safety line when adjusting handlebar height. Check that the safety line is not visible before riding.

NOTE:

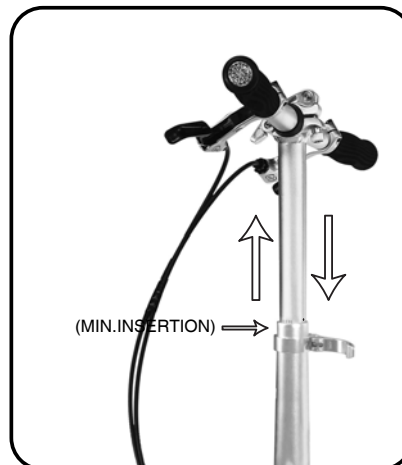
If you find your handlepost quick release becoming too stiff, clear dirt and add a small amount of lubrication between the quick release and the spacer. However, do not allow lubrication to make contact with the handlepost surface as this will influence the locking efficiency.

NOTE:

When you fold your bike please note that the red mark point on handle post should just be visible. In this situation the stem has the best folding effect.



Step 1
Open quick release



Step 2
Adjust handlebar to comfortable height



Step 3
Lock quick release tightly



Frame Latch

The most important part of a folding bicycle is frame hinge. Special care should be taken to check that the hinge is adjusted correctly before each ride.

Your frame hinge will need occasional adjustments from time to time. If the hinge ever becomes too loose it may need to be adjusted. Properly adjusting the hinge will eliminate movement or looseness. By tightening the hinge it will allow a strong seal, which will make the frame feel solid when closed.



WARNING:

If you are unsure of how to make proper adjustments to your bicycle, seek a qualified bicycle technician for professional advice on adjustments.



WARNING:

Failure to correctly tighten the frame latch can lead to damage to the bicycle or injury to the rider. Do NOT cycle with a loose frame hinge.

Dahon uses several different frame hinges on its bikes. Check your bike to see which instructions are applicable to you.

The ViseGrip™ Hinge (also applies to the Vybe frame hinges)

Use a 6mm wrench, an adjustable wrench or small pliers to tighten or loosen the hinge. Adjust the hinge bolt for the hinge to open and close with the correct force: 49-59 Nm for aluminum frames and 29-59 Nm for steel frames.

NOTE:

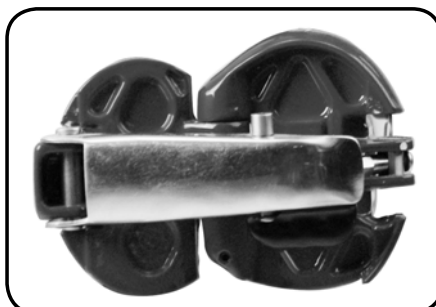
While adjusting a loose hinge, slowly turn in 1/16 increments. Failure to effectively adjust the hinge could result in the hinge being too tight or loose.

Tools Needed:

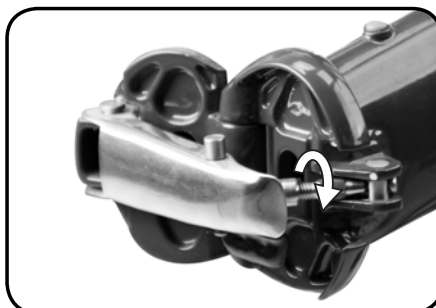
- 10 mm wrench
- 6 mm Allen key



FRAME HINGE CLOSED

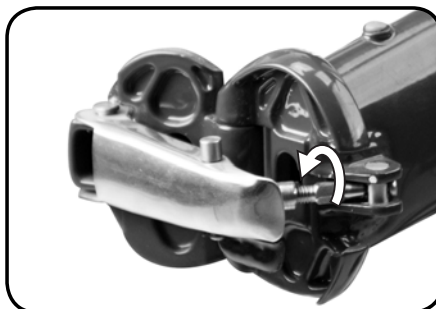


FRAME HINGE OPEN



TIGHTEN:

Facing the hinge head-on, turn the hinge latch bolt downwards.



LOOSEN:

Facing the hinge head-on, turn the hinge latch bolt upwards.

The V-Clamp Hinge

There are a several versions of the V-Clamp. Learn how to adjust the V-Clamp with the instructions provided below. Check your bike to determine which V-Clamp version is being used and apply the appropriate instructions to the correct V-clamp version.

Adjust the hinge bolt to allow the hinge to open and close with the same amount of force (39~88 Nm).

NOTE:

While adjusting a V-Clamp hinge, turn in increments of 1/16 for the best result in securing the hinge. Failure to effectively adjust the hinge could result in the hinge being too tight or loose.



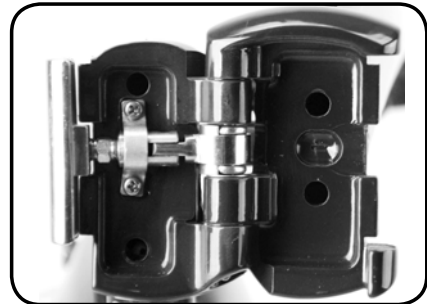
WARNING:

If the hinge is too tight, it could cause tension and damage to the frame.

VERSION A



Only half of the hinge clamp is located on the back of the frame.



To adjust, open the hinge using an 8mm wrench.

VERSION B



Only half of the hinge is located on the front of the frame.

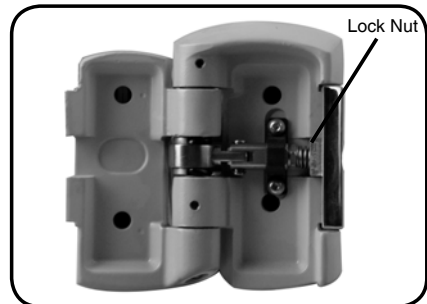


To adjust, open the hinge using an 8mm wrench.

VERSION C



The hinge clamp is located completely in the front of the frame, with the adjusting nut on the outside. To adjust, use a 6mm Allen key.



Open hinge before you do any adjustments. Proceed to loosen the lock nut with a 10mm wrench.

Adjust the hinge bolt to allow the hinge to open and close with the same amount of force (39~88 Nm).

NOTE:

While adjusting a V-Clamp hinge, turn in increments of 1/16 for the best result in securing the hinge. Failure to effectively adjust the hinge could result in the hinge being too tight or too loose.

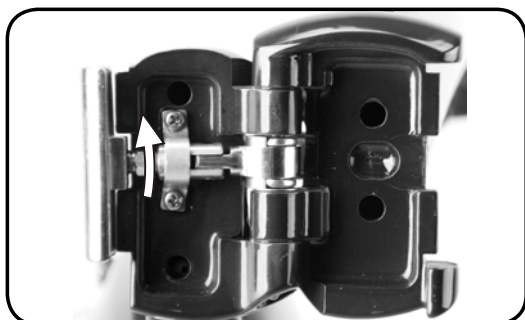


WARNING:

If the hinge is too tight, it could cause tension and damage to the frame.

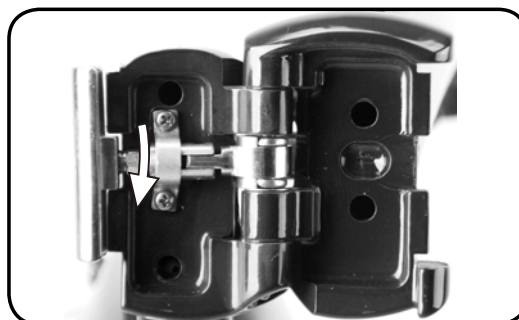
***TOOLS NEEDED:** 8 mm wrench

VERSION A*



TIGHTEN:

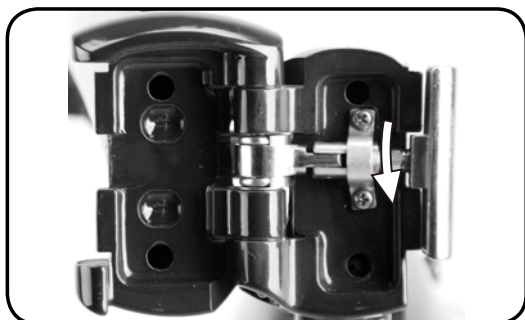
As indicated above, face the hinge and turn the screw upwards (counter-clockwise).



LOOSEN

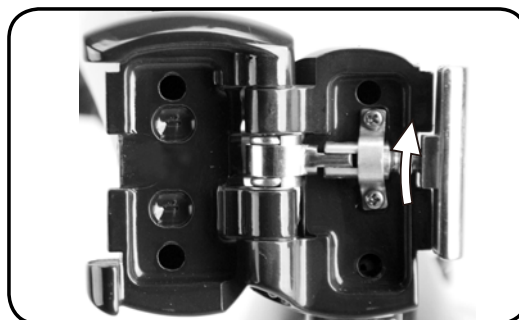
As indicated above, face the hinge and turn the screw downwards (clockwise).

VERSION B*



TIGHTEN:

As indicated above, face the hinge and turn the screw downwards (counter-clockwise).



LOOSEN

As indicated above, face the hinge and turn the screw upwards (clockwise).

* Use an 8 mm wrench (you can also use an adjustable wrench or small pliers) to adjust the hinge.

Adjust the hinge bolt to allow the hinge to open and close with the same amount of force (39~88 Nm).

NOTE:

While adjusting a V-Clamp hinge, turn in increments of 1/16 for the best result in securing the hinge. Failure to effectively adjust the hinge could result in the hinge being too tight or loose.

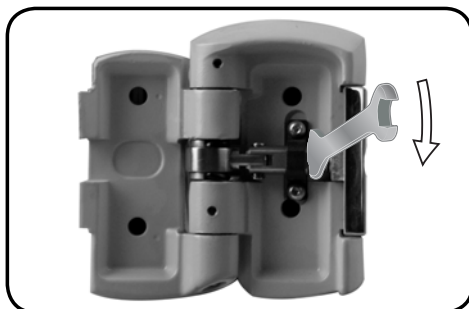


WARNING:

If the hinge is too tight, it could cause tension and damage to the frame.

VERSION C*

***TOOLS NEEDED:** 10 mm wrench, 6 mm Allen key



Step 1 - To loosen the Lock Nut: Use a 10mm wrench. Turn the wrench in the direction shown above.



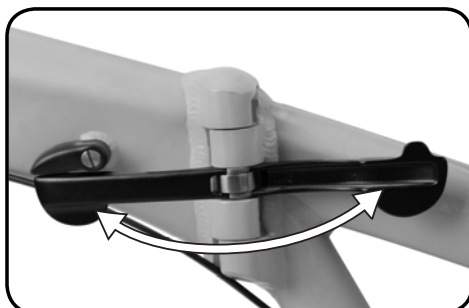
Step 2 - Close the hinge. Do not close the latch in this process.



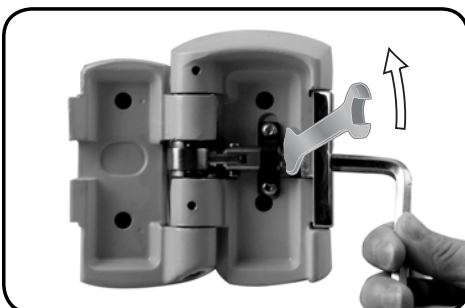
Step 3 - To tighten the hinge clamp, use a 6mm Allen Key. Turn the adjustment nut clockwise



Step 3a - To loosen the hinge clamp, use a 6mm Allen key turning the adjustment nut counter-clockwise.



To make sure the tightness of the clamp is correct, open and close the hinge latch.



Step 4 - Lock Nut Tightening:
After adjusting the hinge, use 10mm wrench to tighten the lock nut. Turn the wrench in the direction shown above.

NOTE:

While tightening the lock nut, hold the adjustment nut tightly with an Allen key.



LockJaw Hinge Adjustment

Bikes equipped with the LockJaw hinge look like your average bike. In order to see the LockJaw, pinpoint where the bike folds. Read the following directions carefully to ensure safety when using the LockJaw hinge with your bike.



WARNING:

If you are unsure of how to make proper adjustments to your bicycle, seek a qualified bicycle technician for professional advice on adjustments.

The Lockjaw hinge (located on the top tube and on the down tube) has three components, each fulfilling a different function.

- **OC Bolt** – Allows the LockJaw hinge to open and close. It is secured by a special Safety Screw (Version B only).
- **Adjustment Bolt** – Adjusts the tension of the LockJaw mechanism.
- **Pivot Bolt** – Is the actual hinge axle where the two halves rotate on the frame. The pivot bolt can be adjusted to tighten or loosen the hinge.



WARNING:

The LockJaw hinge can ONLY be opened with the OC bolt.



WARNING:

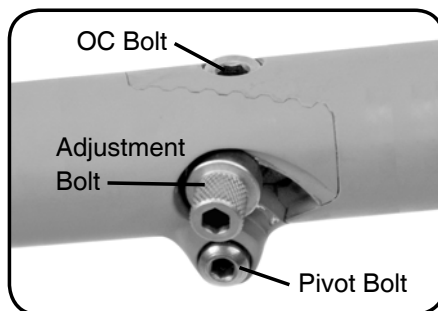
As a general rule, the pivot bolt will not need any adjustment. Do NOT try to open the LockJaw hinge with the pivot bolt. ONLY open the Lockjaw hinge with the OC bolt and only adjust the tension with the adjustment bolt.

- Tools Needed:**
- 6 mm Allen key
 - 2.5 mm Allen key
 - 2 mm Allen key

Overview

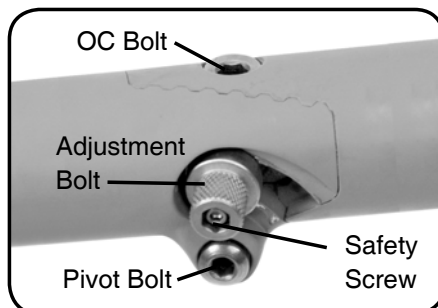
There are two versions of the LockJaw available. Check your bike to determine which LockJaw version is used and apply the appropriate instructions.

Version A

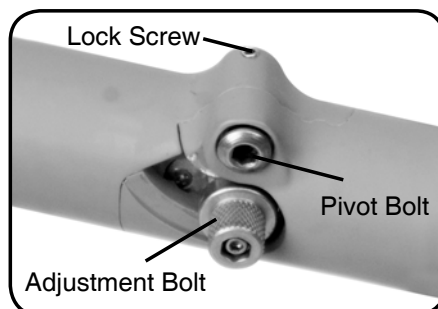


On Version B, adjustment bolts contain an additional safety screw (located inside the Adjustment Bolt). See the different versions below.

Version B



The Lock Screw and the Pivot Bolt are the same for both versions.



Open/Close the LockJaw Hinge

Use a 6 mm Allen key.

Please refer to the folding instructions that were included with your bicycle on how to properly fold a LockJaw equipped bicycle.



Turning the OC bolt counter-clockwise 180° will allow the LockJaw hinge to unlock. See picture above.



To lock the LockJaw hinge, simply close the hinge and turn the OC bolt clockwise 180°. If you properly adjust the adjustment bolt, you should feel a slight “click.” The teeth of the LockJaw hinge will come together. See picture above.

Adjust the Tightness of the LockJaw (The Adjustment Bolt)

The LockJaw is exceptionally secure, but will require periodic inspection and adjustment to ensure that it is properly working. Adjust the LockJaw according to the following instructions.

Version A

Do not over-loosen the adjustment bolt

Tools Needed: • 6mm Allen key

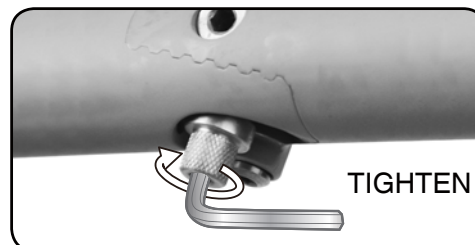
NOTE:

Only turn the adjustment bolt in small increments (e.g. an 1/8 turn) each time, otherwise it could result in too much constriction and/or movement.

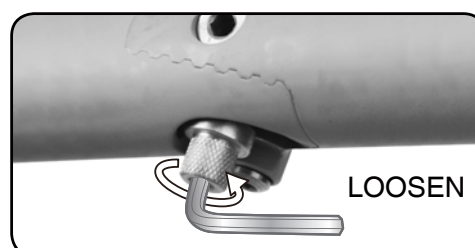
Do not put too much force on the adjustment bolt. By tightening the adjustment bolt too much, it could result in the damaging of the meshing mechanism, which will eventually affect the functionality of the LockJaw and your safety.

Do not over-loosen the adjustment bolt. If it is too loose, the LockJaw hinge will not close securely, which will result in a loose joint.

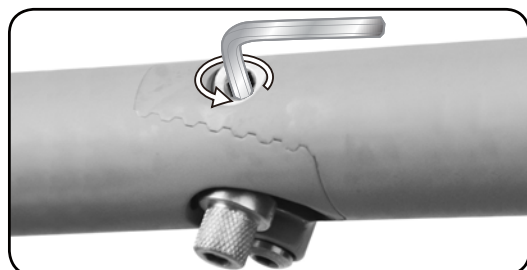
Adjust the Adjustment Bolt while the frame is closed.



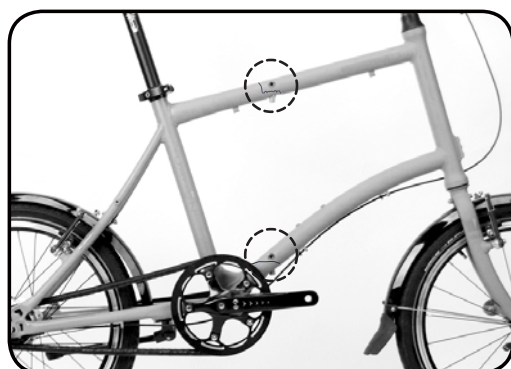
To tighten the adjustment bolt, turn it clockwise when looking at the bolt head-on.



To loosen the adjustment bolt, turn it counter-clockwise when looking at the bolt head-on.



Open OC Bolt and turn it counter-clockwise 180°.



DO NOT open frame



To check for the correct tension of the LockJaw, close and open the OC bolt. When the OC bolt closes with a “click” at the end, the tension is just right. Once you have achieved the correct tension, close the LockJaw by turning the OC bolt 180° counter-clockwise.

Version B

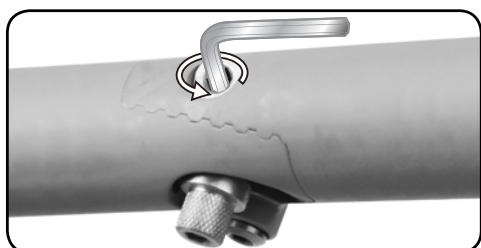
Tools Needed: • 6mm Allen key • 2.5mm Allen key

NOTE:

Only turn the adjustment bolt in small increments (e.g. an 1/8 turn) each time, otherwise it could result in too much constriction and/or movement.

Do not put too much force on the adjustment bolt. Tightening the adjustment bolt too much could result in damage to the meshing mechanism, which will eventually affect the functionality of the LockJaw and your safety

Do not over-loosen the adjustment bolt. If it is too loose, the LockJaw hinge will not close securely, which will result in a loose join.



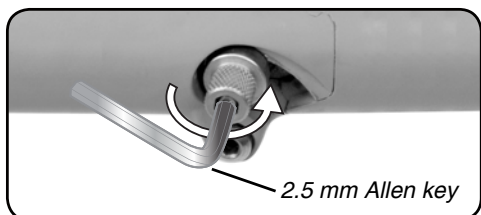
Open OC Bolt and turn it counter-clockwise 180°.



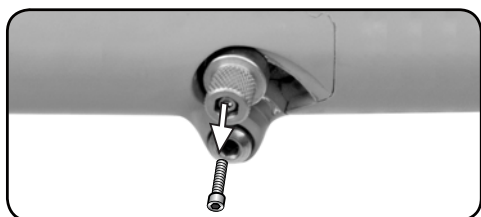
DO NOT open frame

NOTE:

Before you can adjust the adjustment bolt, loosen and remove the safety screw.

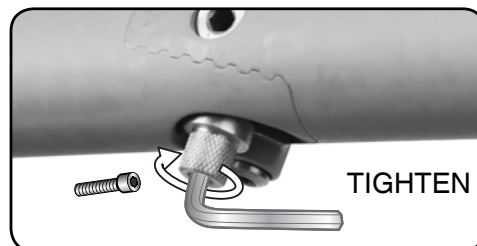


Loosen the safety screw by turning it counter-clockwise.

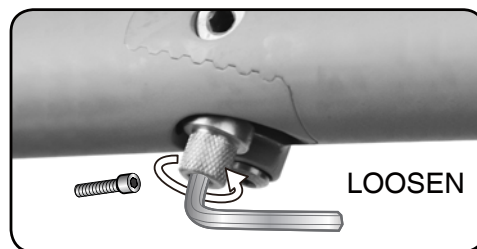


Remove safety screw.

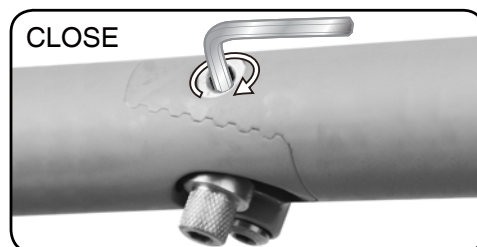
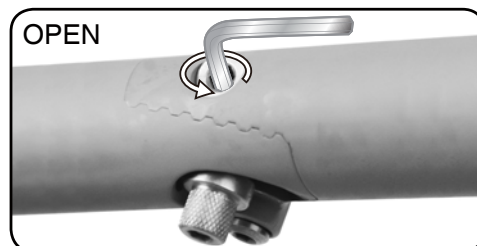
Adjust the Adjustment Bolt while the frame is closed.



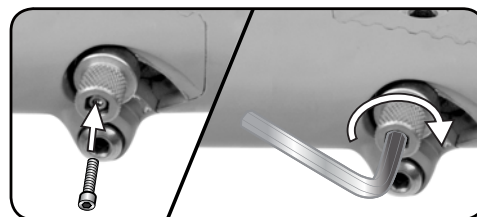
To tighten the adjustment bolt, turn it clockwise when looking at the bolt head-on.



To loosen the adjustment bolt, turn it counter-clockwise when looking at the bolt head-on.



Checking for the correct tension of the LockJaw, close and open the OC bolt. If the OC bolt closes with a slight "click" at the end, the tension is just right.



Once you have achieved the correct tension, insert and tighten the safety screw.

Index Shifting Adjustment



WARNING:

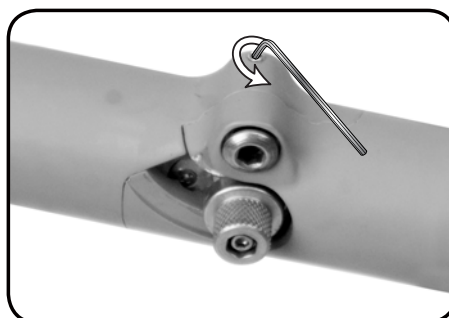
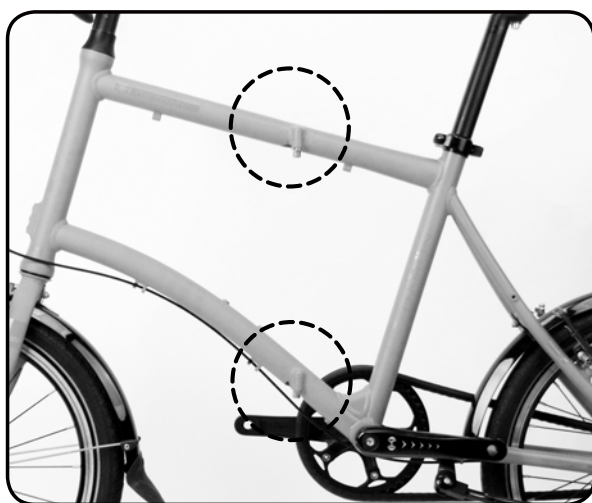
If you are unsure of how to make proper adjustments to your bicycle, seek a qualified bicycle technician for professional advice on adjustments.

When the LockJaw is unlocked, the frame is able to rotate around the pivot bolt. Follow the instructions to adjust (loosen/ tighten) the pivot bolt. At times, it might be difficult to rotate the frame due to the pivot bolt being too tight. This may be a direct result of adjusting the tension of the pivot bolt, while adjusting the adjustment bolt.

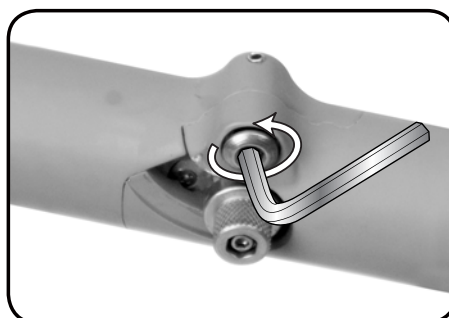
A 2mm and a 6mm Allen key are needed to adjust the pivot bolt. The pivot bolt and its lock screw are on the bike's non-chain side.

NOTE:

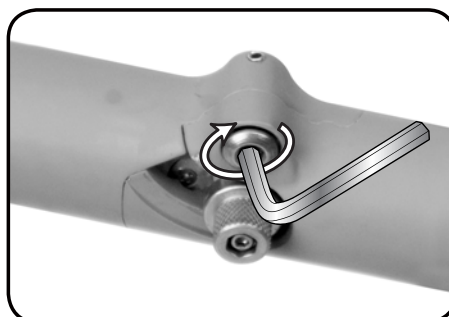
Only turn the adjustment bolt in small increments (e.g. an 1/8 turn) each time, otherwise it could result in too much constriction and/or movement.



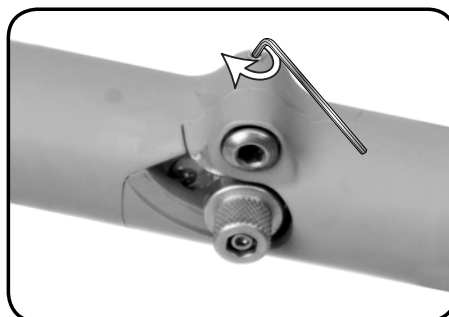
Step 1 - Open the lock screw using a 2mm Allen key.



Step 2 (Loosen) - Use a 6mm Allen key to loosen the pivot bolt by turning it counter-clockwise. See picture above.



Step 2 (Tighten) - Use a 6mm Allen key to tighten the pivot bolt by turning it clockwise. See picture above.



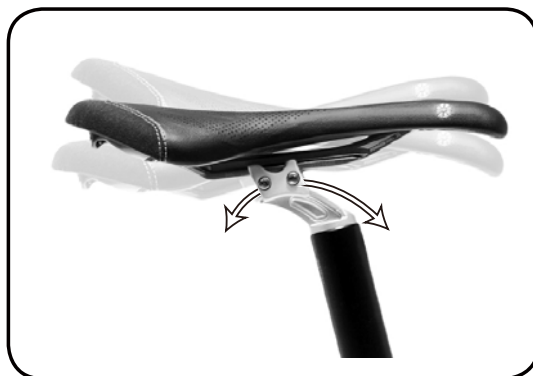
Step 3 - When finished close the lock with a 1 Nm torque.



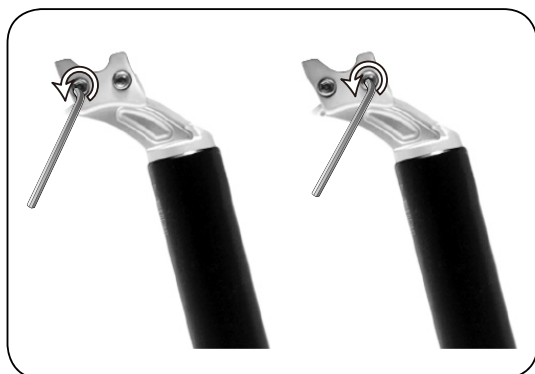
Kore I-Beam

The Kore I-beam is a ground-breaking new saddle system. As well as dramatically cutting down weight, the system allows the rider to achieve maximum saddle adjustability. The saddle can be moved forward and backward on the rail, while the tilt can be adjusted up or down.

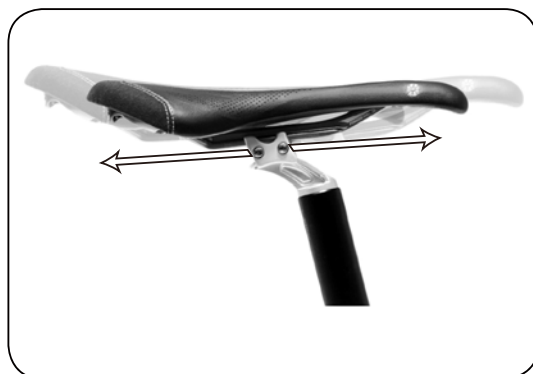
Tools Needed: • 4mm Allen key



Step 3 - Adjust the tilt of the saddle.



Step 1 - With a 4mm Allen wrench, loosen the Kore I-beam seat rail clamp



Step 4 - Adjust the fore and aft position.



Step 2 - Fit the saddle to the rails.



Step 5 - Tighten the pre-greased bolts to 85 in/lbs or 9.5 NM.



Seatpost

Your seatpost is secured by a quick release that allows for easy height adjustment to the proper and most comfortable height.



WARNING:

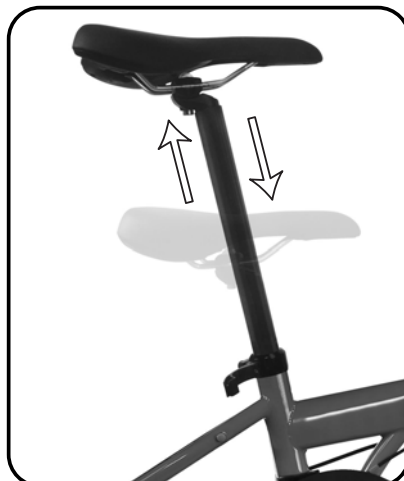
Do not adjust the seatpost height beyond the Min Insertion or Max Insertion lines. Remember to check that the position is inbetween these safety markers before riding.

NOTE:

If you find your seatpost quick release becoming too stiff, clear dirt and add a small amount of lubrication between the quick release and the spacer. However, do not allow lubrication to make contact with the seatpost surface as this will influence the locking efficiency.



Step 1
Open quick release



Step 2
Move saddle to proper position



Step 3
Lock quick release tightly



Dahon Neos Derailleur



The low-profile Dahon Neos derailleur was specially designed for small-wheeled bicycles. The Neos allows much more ground clearance than a conventional derailleur. Using cache technology, it permits the derailleur body to lie flat underneath the chain stays. This way the derailleur body only projects 12mm from the chain stays and is much more protected than a standard derailleur, which protrudes up to 40mm.



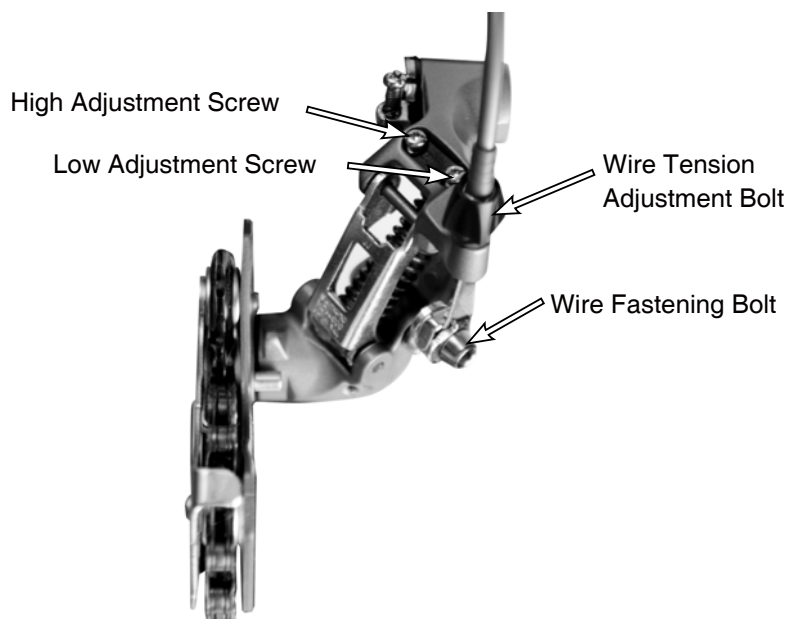
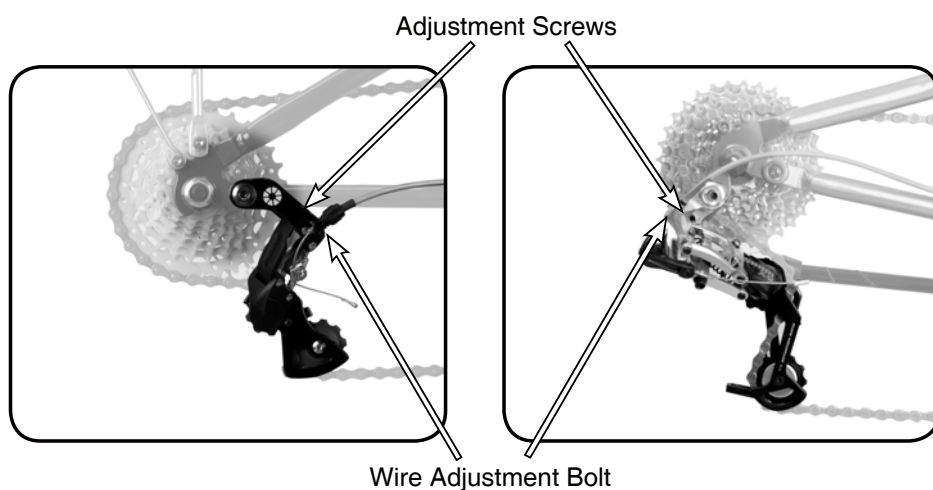
WARNING:

If you are unsure of how to make proper adjustments to your bicycle, seek a qualified bicycle technician for professional advice on adjustments.

Due to its special design, the Dahon Neos derailleur differs from that of a conventional derailleur. The Neos is aligned in the opposite direction (i.e. the adjustment screws and the wire adjustment bolt are facing forward), but you can adjust it like any other derailleur. Please follow the instructions below.

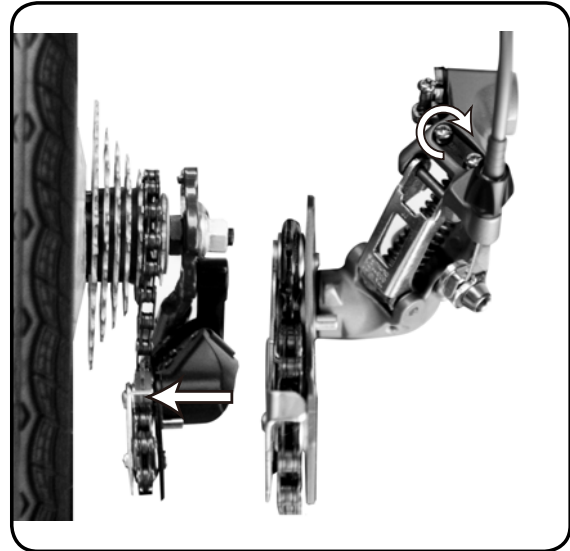
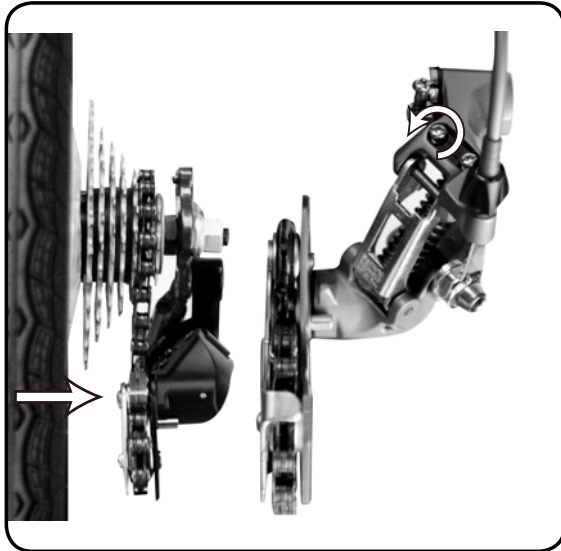
Dahon Neos Derailleur

Conventional Derailleur



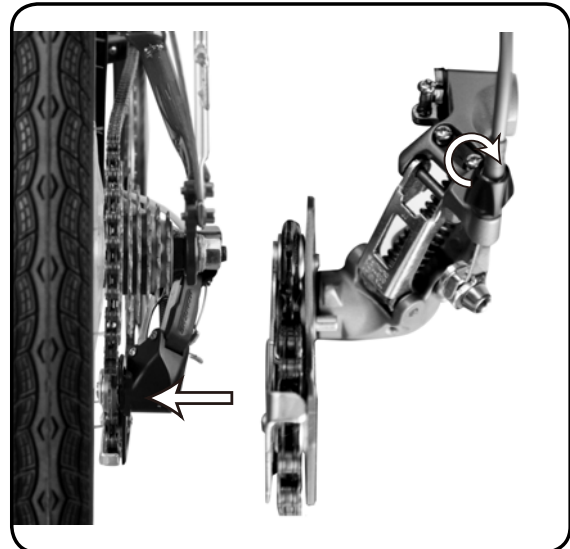
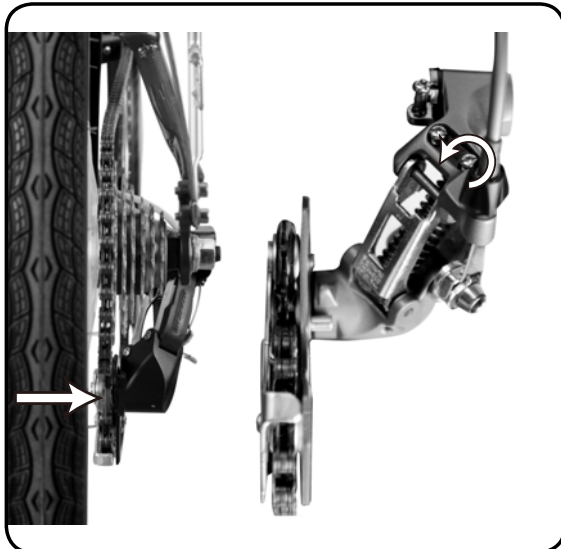
High Adjustment

When looking from the rear, turn the top adjustment screw to align the guide pulley with and below the outer line of the smallest sprocket.



Low Adjustment

Turn the low adjustment screw for the guide pulley to move directly in-line with the largest sprocket.



Index Shifting Adjustment

While turning the crank arm, use the shifter to move the derailleur to the largest sprocket. Operate the shifter once more to move the derailleur to the 2nd-gear sprocket. Operate the shifter to the point of movement, and then turn the crank arm.

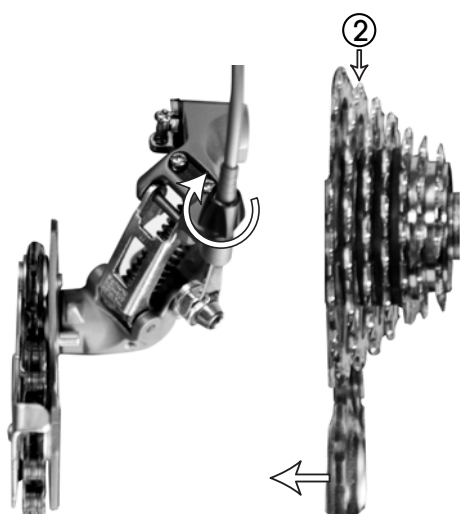
Best Setting

For the best possible outcome, tighten the cable adjustment bolt (clockwise) until you hear a noise that occurs without harming the shifter being operated. Proceed to loosen (counter-clockwise) 360 degrees. Lastly, shift through all gears to check that no sound occurs in any of the gear positions.

Making a change from a 3rd gear sprocket.



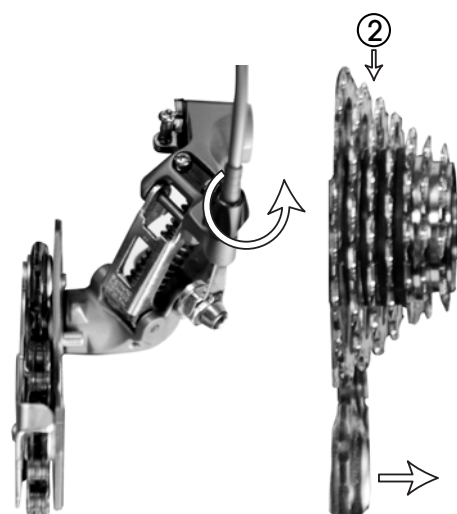
When tightening, turn the cable adjustment bolt clockwise until the chain returns to the 2nd sprocket.



If shifting to 2nd is not possible, or noises occur when the chain contacts the largest sprocket.



Simply move to 2nd gear and turn the screw counter-clockwise until the noise is no longer heard.





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